FWN/DD. 55/1

February, 1955.

1955 SINGLE CYLINDER MODELS

Matchless 55/G3 27973 A.J.S. 55/1625381 55/G80 27880 55/18 ... 27882

All single cylinder models with engine numbers after those quoted above are fitted with a modified exhaust valve guide (Part No. 022208) and seat for the exhaust valve spring. The modification consists of a groove machined on the outside diameter of the guide to take a circlip, similar to the arrangement used on the twin cylinder models. A slight counter bore is made on the lower face of the valve spring seat, to clear the radius formed by the circlip, when the guide is in position.

To remove this type of guide, the cylinder head should be gently and uniformly heated, then the guide can be tapped out from inside the port sufficiently to enable the circlip to be removed. After removing all traces of burnt oil from the exposed portion, the cylinder head should be reheated, when the guide can be tapped downwards through the port. An attempt to remove or replace the guide without pre-heating, will cause scruffing and spoil the interference fit. This guide can be used on earlier models providing the valve spring seat is either changed or modified.

NOTE: The Part Number for this guide is not shown in the Spares Lists issued for the 1955 Models, which should be recorded for future reference.

SINGLE CYLINDER MODELS 1949 TO 1953:

For the 1954 Season an alteration was made to the rocker box on the single cylinder models, to improve the oil supply for the inlet valve end and valve spring collar. Early type rocker boxes can be converted by -

(a) Enlarging the hole drilled in the boss for the exhaust valve rocker to a diameter of 3/16".

(b) Insert a metering plug, Part No. 018890 (small hole first) in enlarged hole, tap home with a centre punch, which will 'bell out' the larger hole, to secure the plug.
 (c) Fit new inlet and exhaust rockers (valve end only) Part No. 021262 and

Fit new inlet and exhaust rockers (valve end only) Part No. 021262 and No. 021263.

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